

STERLING

THE ENGINE of REFINEMENT
*For the
finest boats that float*



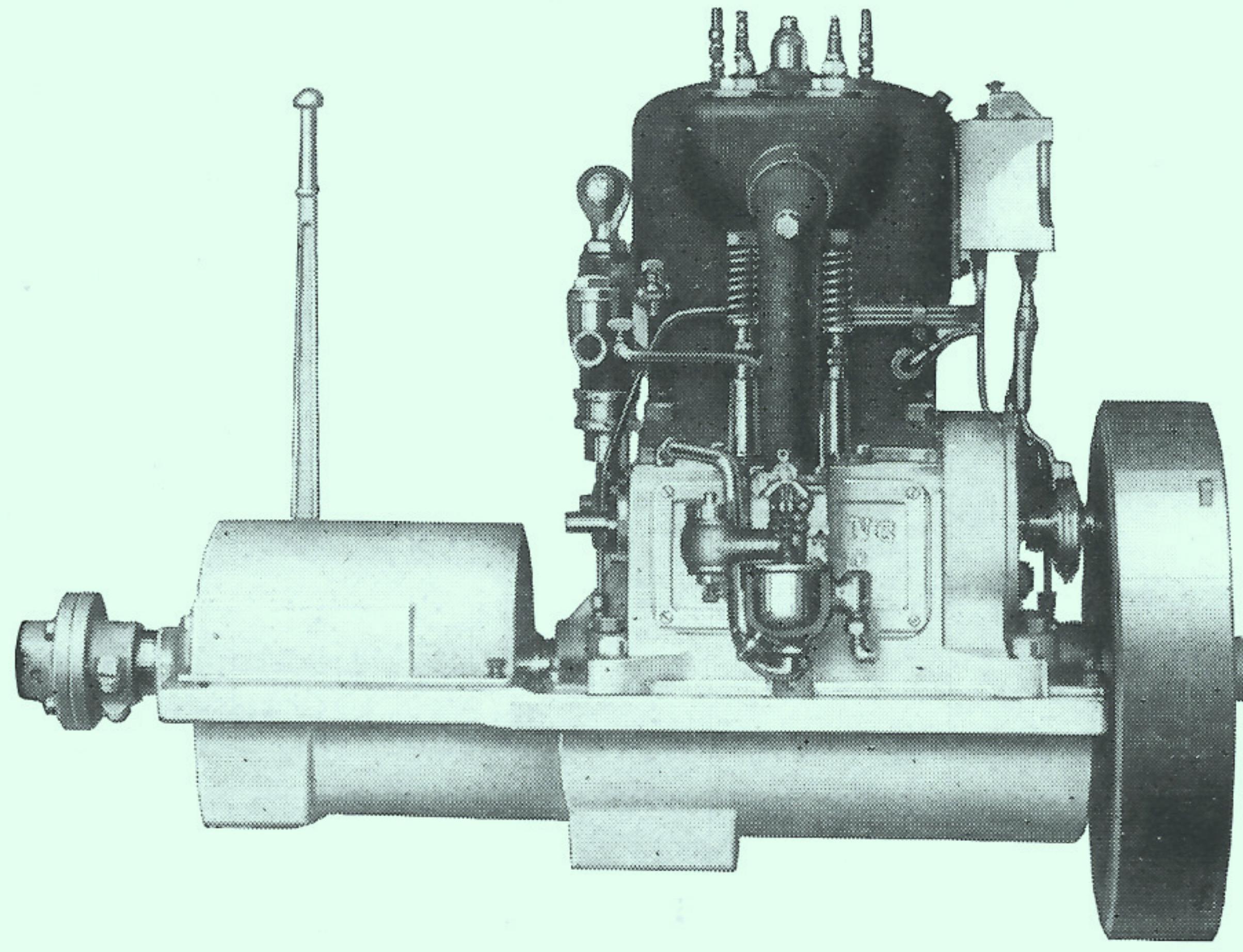
1914

1492 COUPLED UP TO 1914

THIS unique boat, a replica of the Caravels of Columbus' day, was designed by Swazey, Raymond & Page and built by Stearns & McKay for Mr. H. A. Morss, Boston. Her power plant is a six cylinder 70 H. P. STERLING.

Two-Cylinder, Model C, 8-10 H. P.

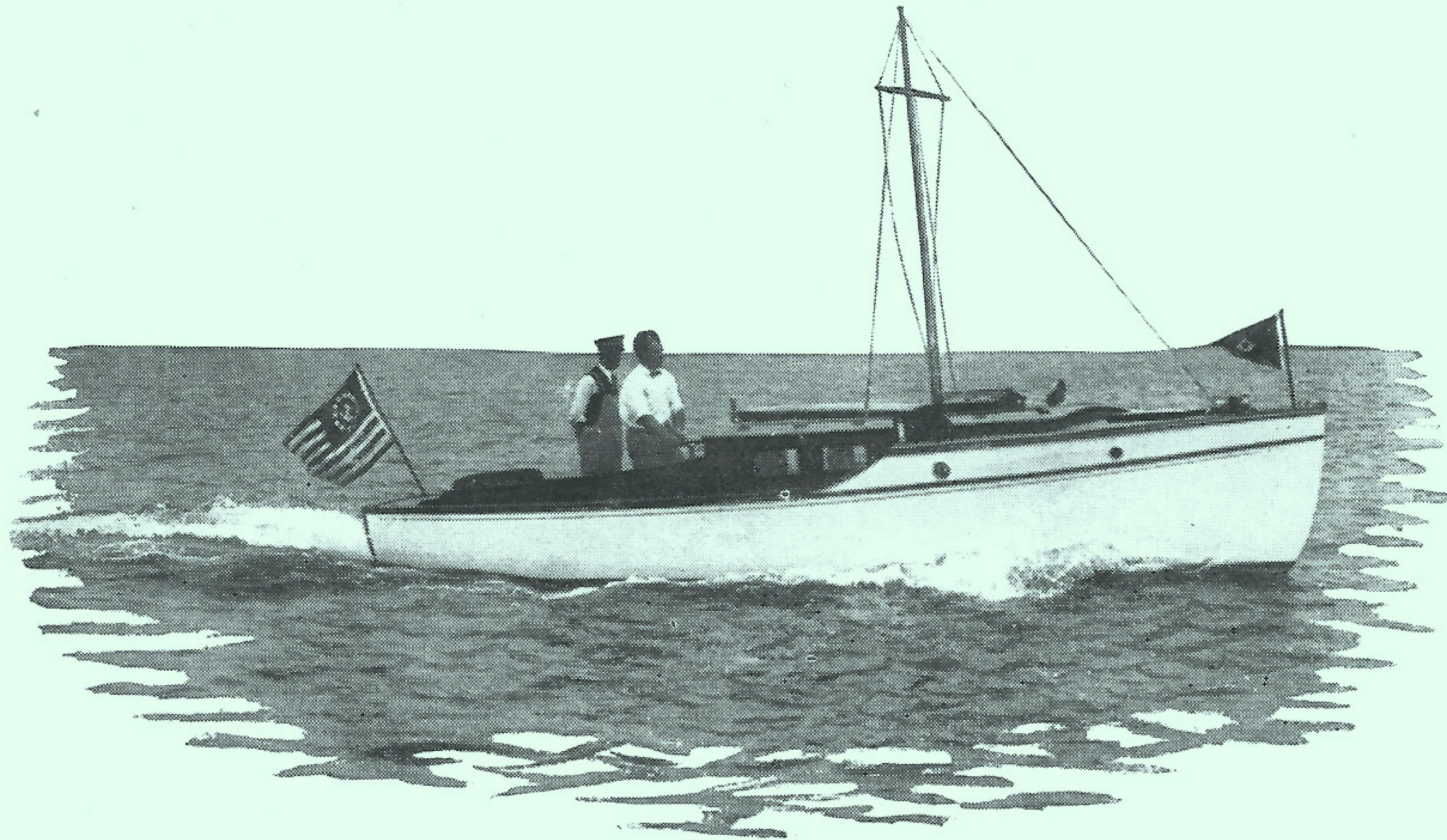
Bore, 4 $\frac{3}{4}$ "; Stroke, 6". Intake Side.



An Engine With An Immense Capacity for Work

This two cylinder engine is the smallest of the Sterling heavy duty engines and is a long stroke, slow speed design of great flexibility and built especially for heavy and continuous work. It has a range of speed from 150 to 600 R. P. M. and develops 8 H. P. at 400 R. P. M. and 10 H. P. at 500 R. P. M.

Net price with regular equipment.....	\$450.00
Bosch high tension magneto, extra.....	49.00
Air pump attached, extra.....	18.00
Weight with reverse gear.....	730 lbs.

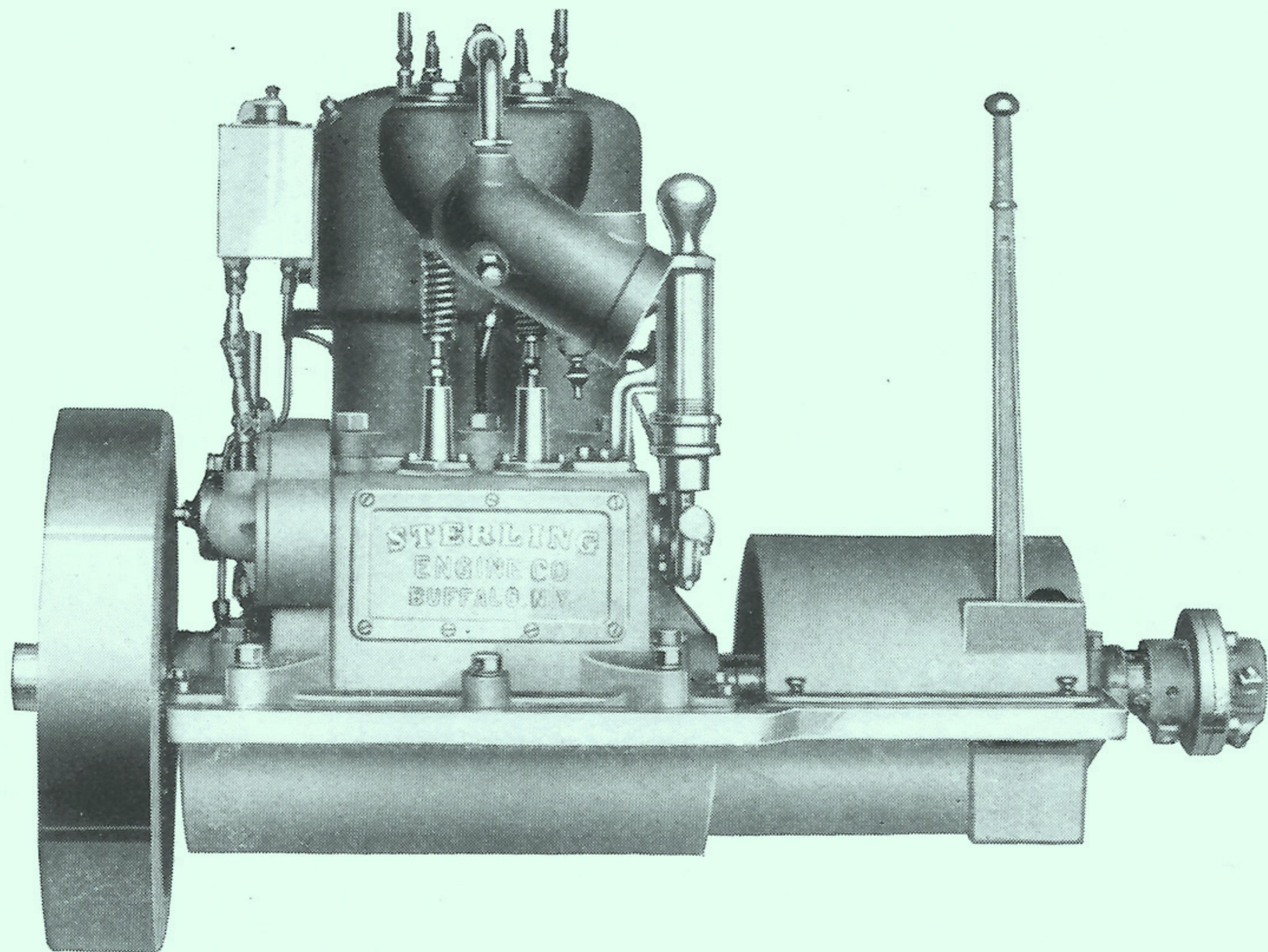


"TANGO"

25 foot x 6 foot 10 inch Cruiser owned by Paul Wick, Boston. Designed by S. H. Brown, Jr. Built by J. E. Graves. Speed 8 $\frac{3}{4}$ knots. Powered with an 8-10 H. P. STERLING.

Two-Cylinder, Model C, 12-15 H. P.

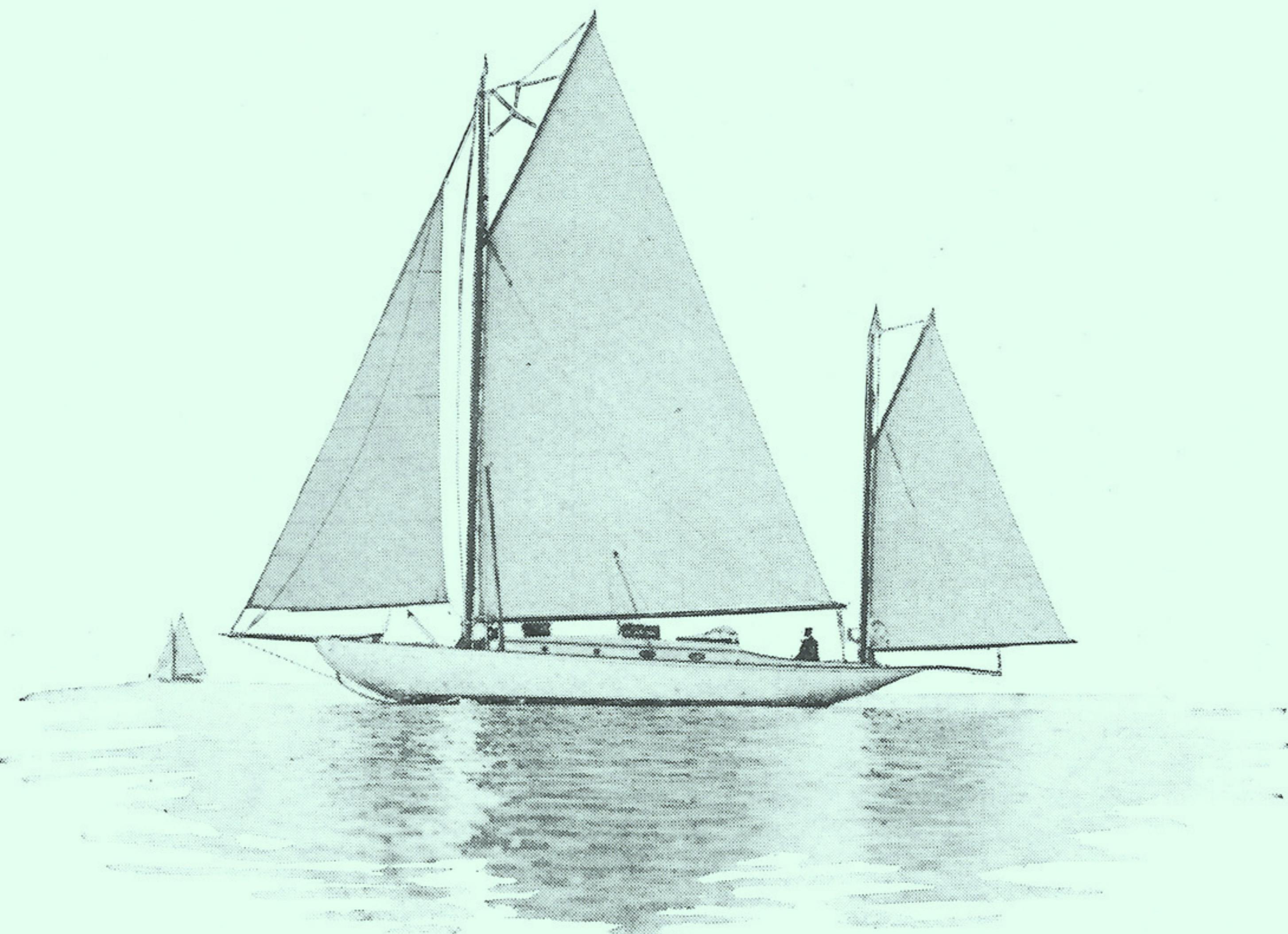
Bore, $5\frac{1}{2}$ "; Stroke, 7". Exhaust Side.



The Fisherman's Engine

This 12-15 H. P. engine is a slow speed motor built for heavy and continuous work and its economical and consistent operation makes it an ideal power plant for Cruisers, Fishing Boats and Auxiliary Power and it admirably lends itself to these requirements.

Net price with regular equipment.....	\$550.00
Bosch high tension magneto, extra.....	49.00
Air pump attached, extra.....	18.00
Weight with reverse gear.....	975 lbs.

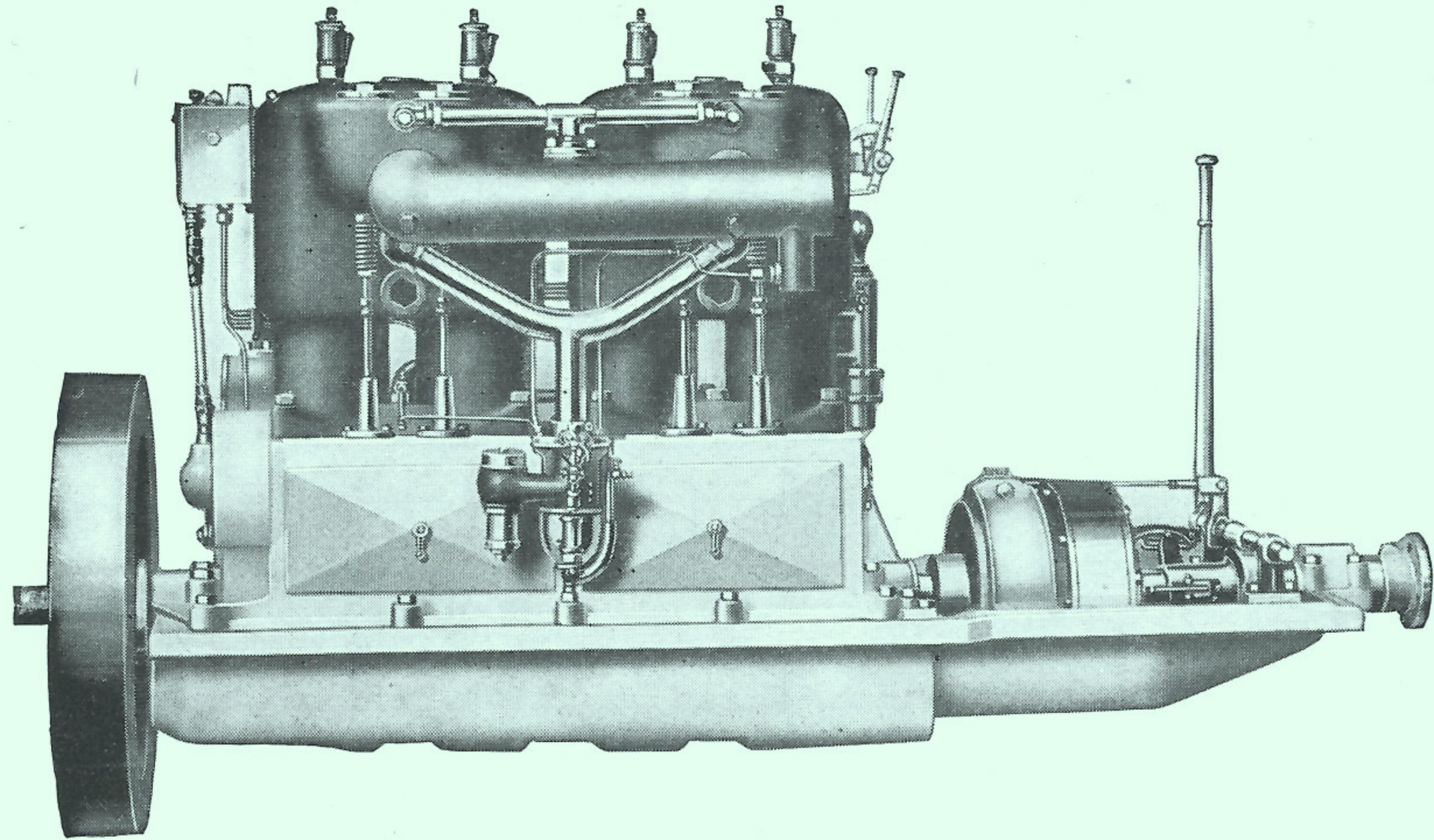


"LA CIGALA"

46 foot 5 inch x 13 foot 6 inch Auxiliary owned by Mr. M. W. Daboll, New York.
Speed 7 knots. Powered with a 12-15 H. P. STERLING.

Four-Cylinder, Model D, 25-35 H. P.

Bore, $5\frac{1}{2}$ "; Stroke, 8". Port Side.



Tocsam II's Power Plant

This is the engine that drove that sturdy little boat "Tocsam II" to Bermuda and return, a total distance of 1574 nautical miles. During this trip, the motor made two non-stop runs, one of 80 hours and the other of 110 hours, proving conclusively its ability to perform consistently at all times.

Net price with regular equipment..... \$1350.00
Weight, with reverse gear..... 1600 lbs.

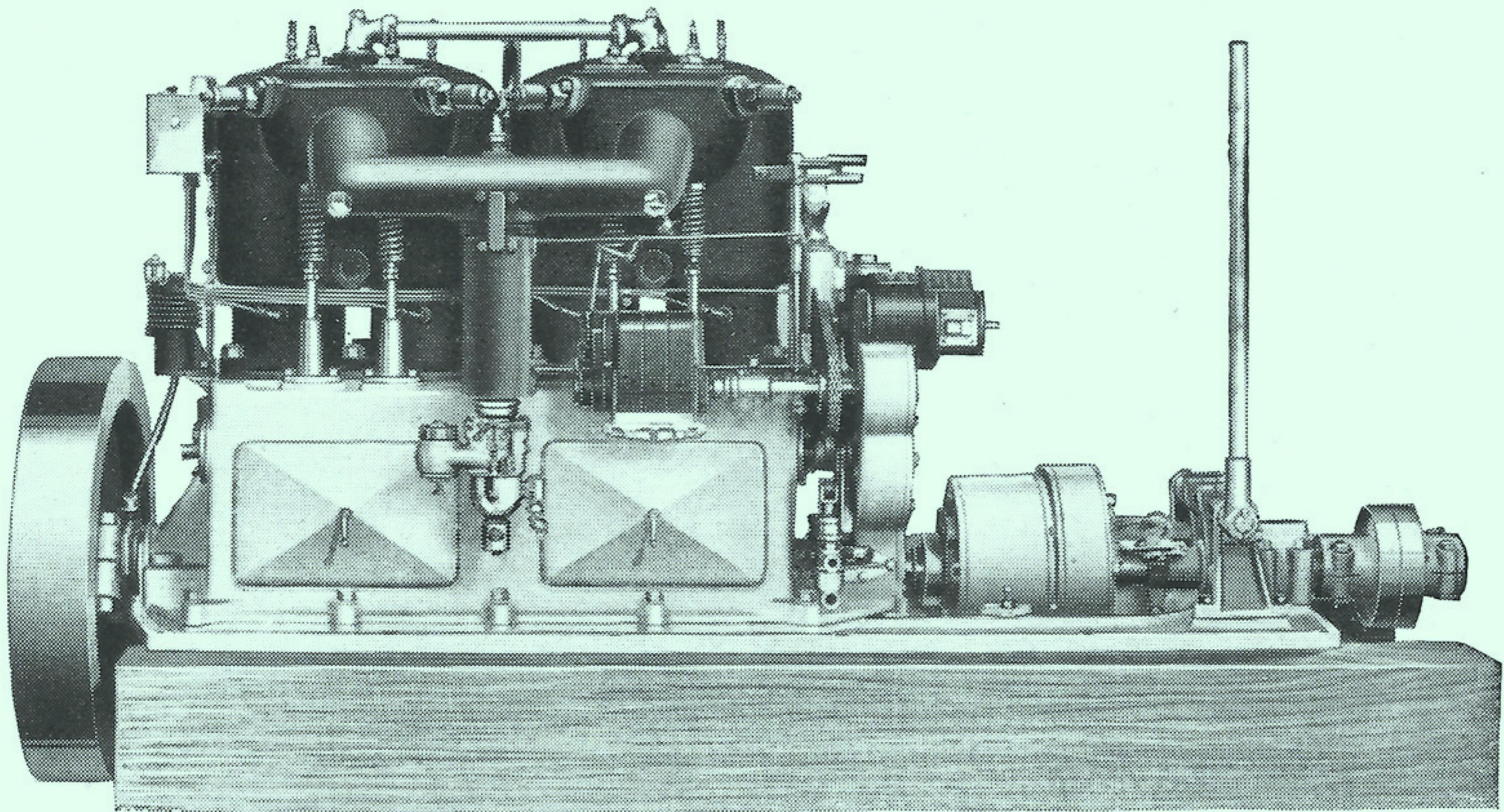


"TOCSAM II"

45 foot Seagoing Cruiser owned by L. W. Mulford, Philadelphia. Designed by M. M. Whitaker. Built by Eli Townsend. Powered with a 25-35 H. P. Sterling Engine.

Four-Cylinder, Model D-3, 45 H. P.

Bore, $6\frac{1}{2}$ "; Stroke, 9". Intake Side.



An Engine With a Wonderful Record

For hard, steady service under the most adverse conditions, this 45 H. P. heavy duty engine has won an enviable reputation in boats of every size and description. It is an ideal power plant for high class cruisers owing to its smooth running qualities and absolute lack of vibration.

Net price with regular equipment..... \$1750.00

Weight with reverse gear..... 2575 lbs.

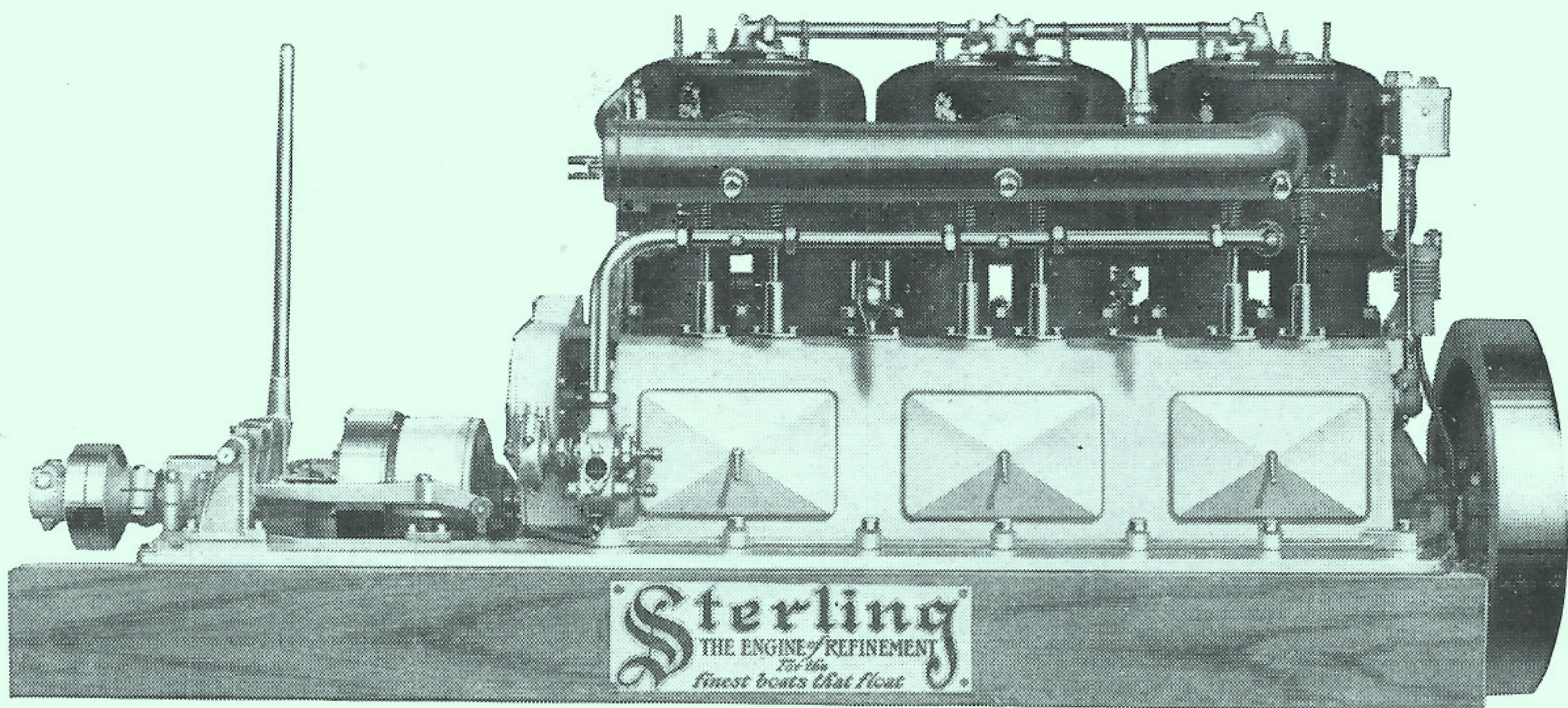


"THEO. ROOSEVELT"

49 foot x $13\frac{1}{2}$ foot Oyster Dredge owned by Wm. Rudolph, West Sayville, L. I.
Capacity 600 bushels. Speed 10 M. P. H. Powered with
a 45 H. P. Heavy Duty STERLING.

Six-Cylinder, Model D-3, 70 H. P.

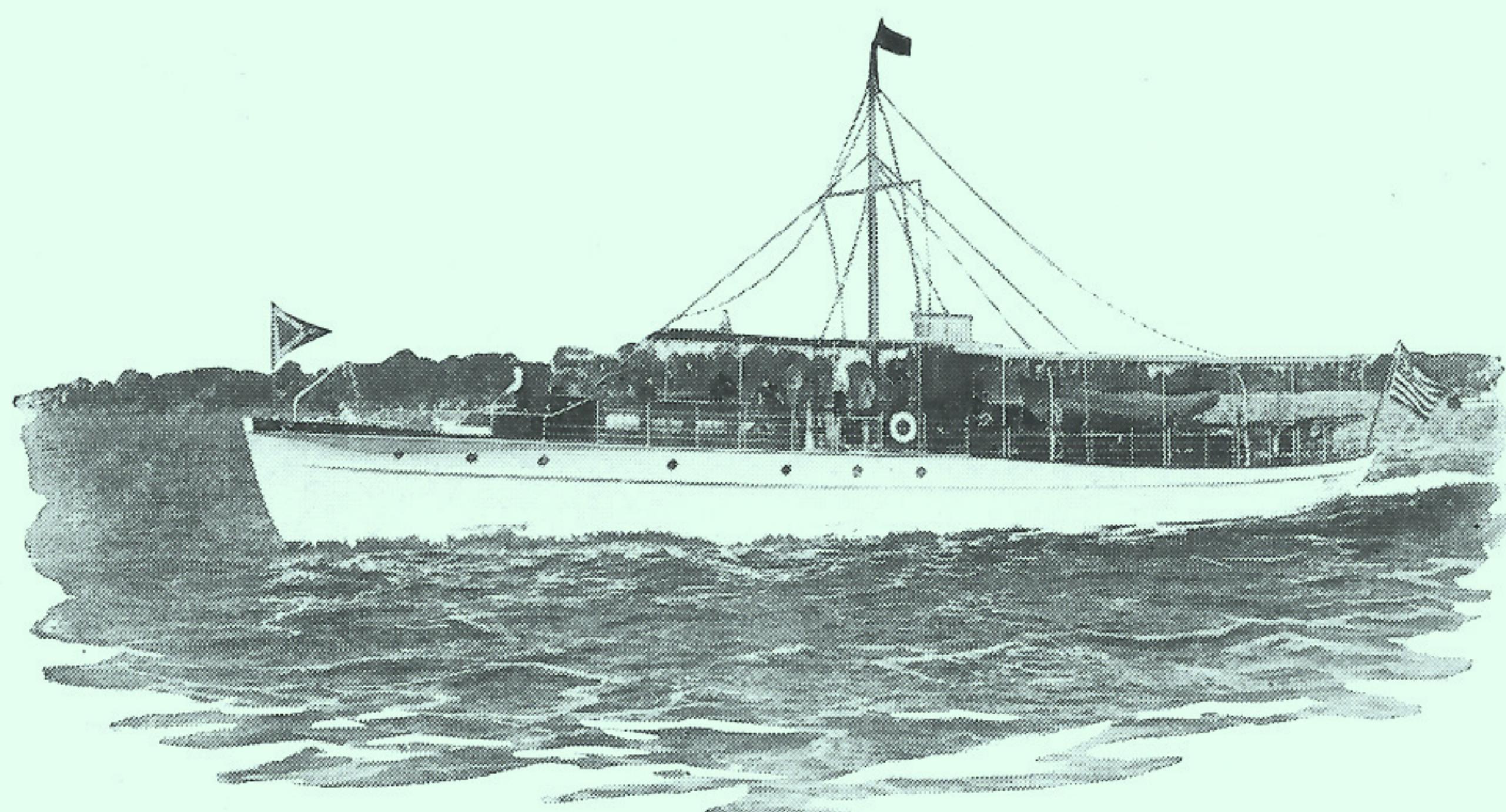
Bore, $6\frac{1}{2}$ "; Stroke, 9". Exhaust Side.



A Powerful Flexible Power Plant

This powerful six cylinder, heavy duty engine is exactly suited for cruising yachts and large commercial boats and meets the demand for a powerful, flexible and smooth running motor of absolute dependability, that can be relied upon to do its work economically, efficiently and continuously under varying working conditions—a motor that will develop the highest efficiency your boat possesses.

Net price with regular equipment.....	\$2500.00
Air starter attached, extra.....	140.00
Weight with reverse gear.....	3400 lbs.

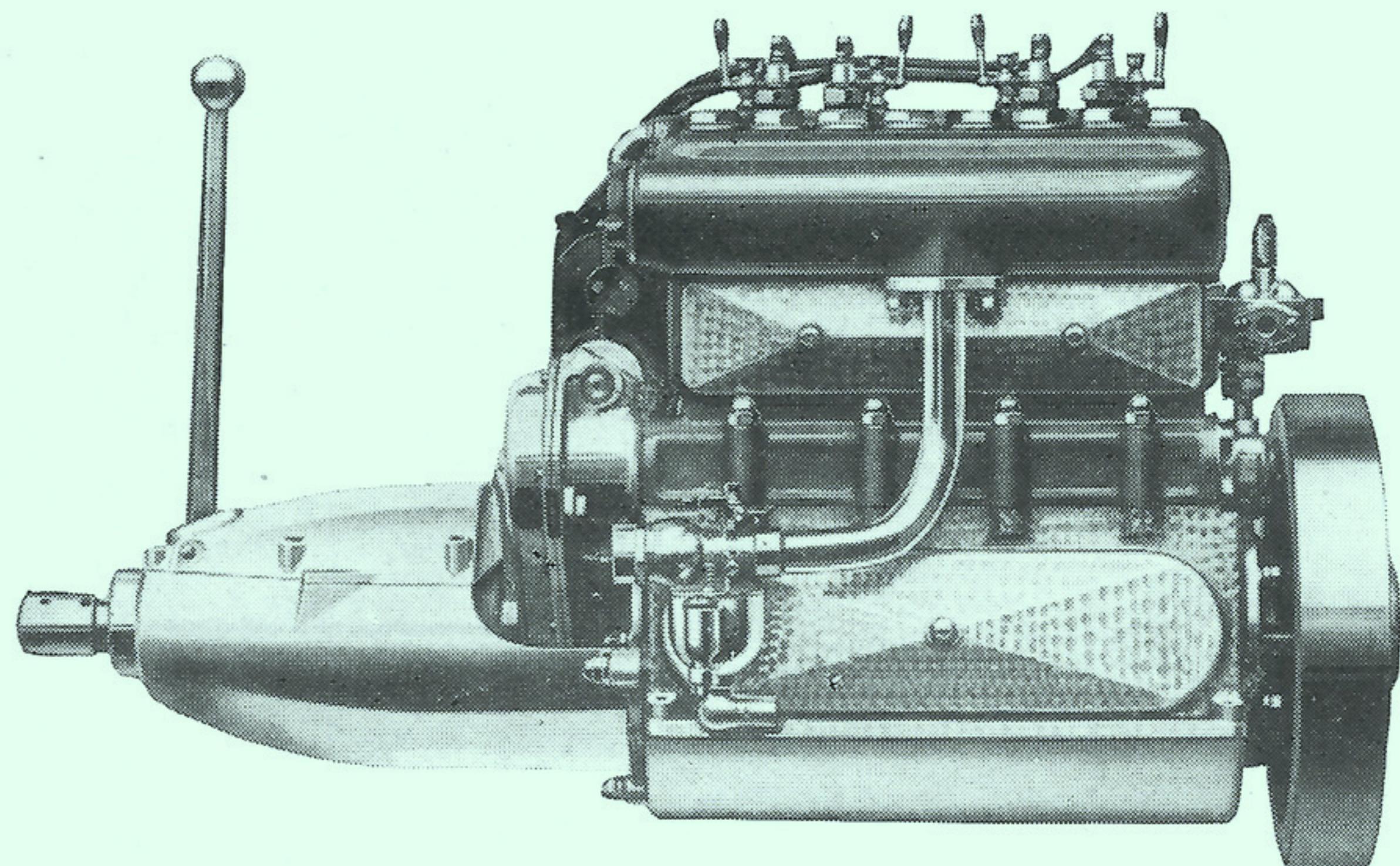


"NIAGARA"

80 foot 6 inch x 14 foot Cruiser owned by Commodore C. W. Kotcher, Detroit, Mich.
Designed and built by the Matthews Boat Co. Powered with a pair of
six cylinder 70 H. P. STERLINGs. Speed 16 M. P. H.

The "Sterling Kid", 10 H. P., Model E

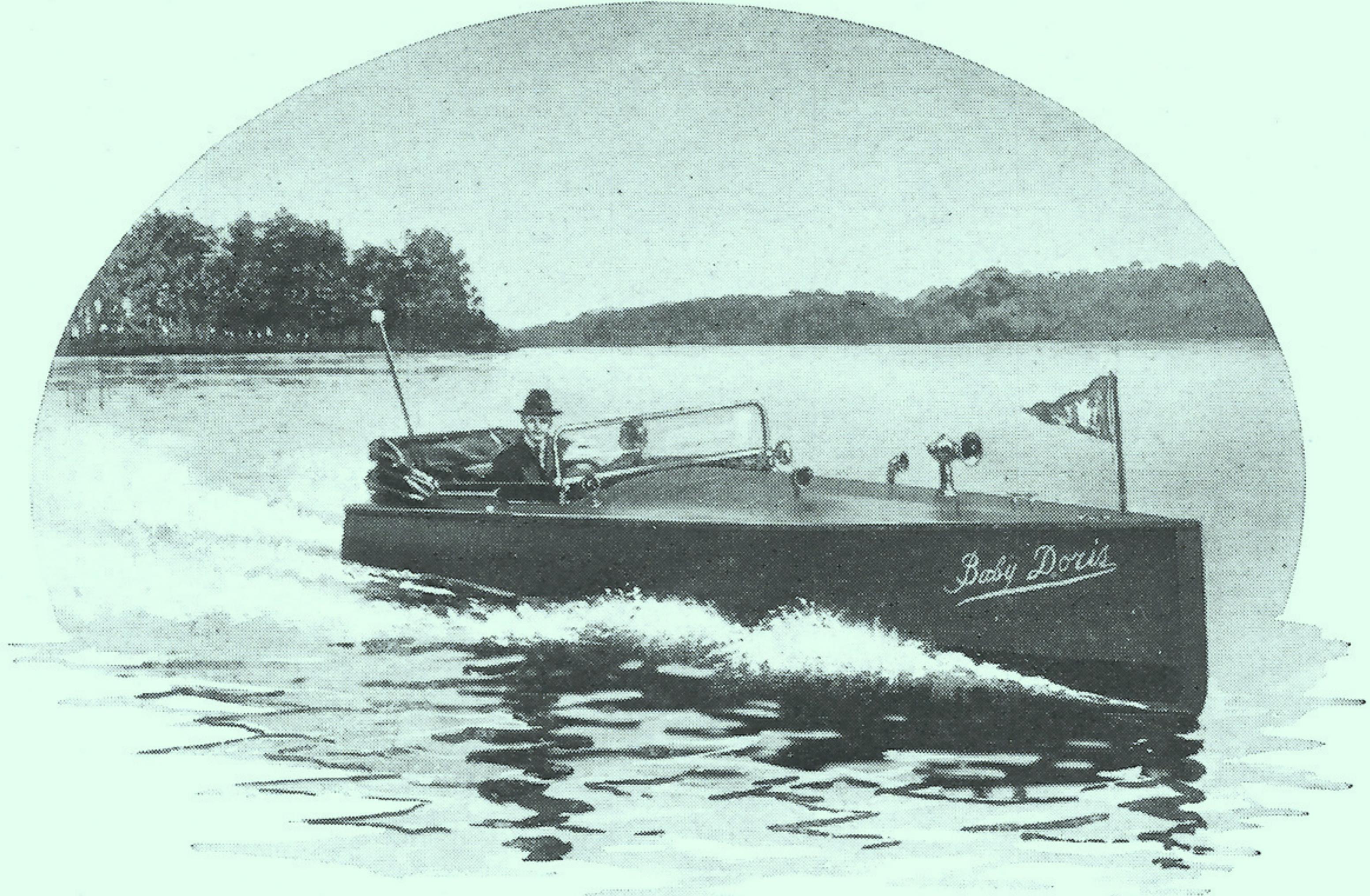
Bore, $2\frac{3}{4}$ "; Stroke, $4\frac{1}{2}$ ". Intake Side.



A Mighty Little Motor

The "Sterling Kid" has been the talk of the Industry since it was placed on the market early in 1913. This four cylinder, 10 H. P. enclosed motor, weighing only 225 lbs. is unique in so many details that it must be seen to be appreciated. Compact, light, clean, silent and simple in operation, it has proven itself an ideal power plant for Yacht Tenders and Small Runabouts.

Net price with regular equipment.....	\$550.00
Rear starter attached, extra.....	30.00
Weight with reverse gear.....	225 lbs.

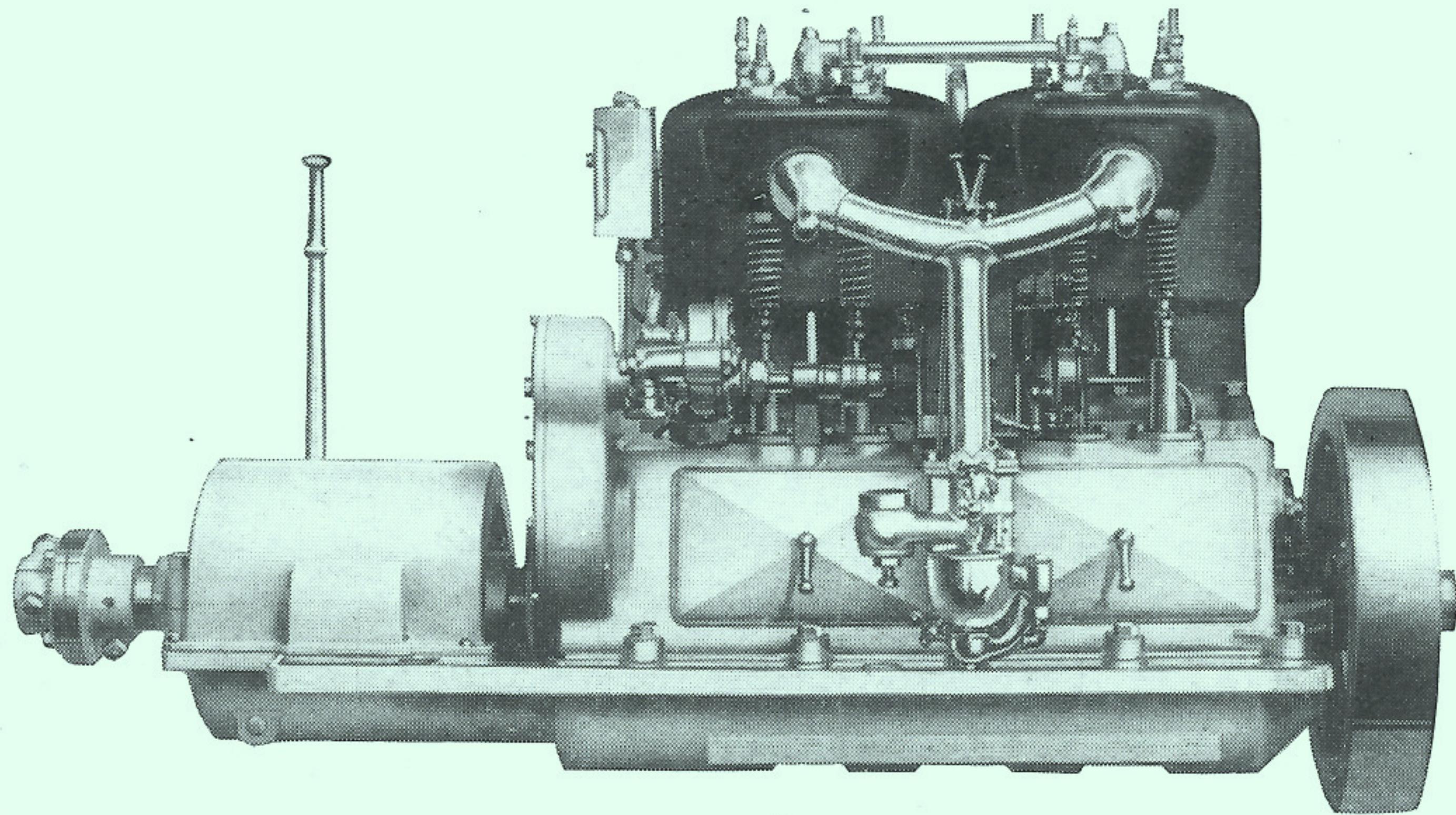


"BABY DORIS"

20 foot Runabout owned by R. J. Tooke, Montreal. Built by the Gilbert Motor Boat Co. Speed 15 M. P. H. Powered with a four cylinder "Sterling Kid."

Four-Cylinder, Model B-2, 20-35 H. P.

Bore, 4 $\frac{3}{8}$ "; Stroke, 5 $\frac{1}{2}$ ". Intake Side.



A Very Popular Sterling Model

This 20-35 H. P. engine is one of the most popular of our models, an ideal power plant for a Runabout or Small Cruiser. In this motor you find combined remarkable simplicity, symmetrical appearance, extreme quietness and lack of vibration; an engine of real refinement in which every detail has been worked out to the last point.

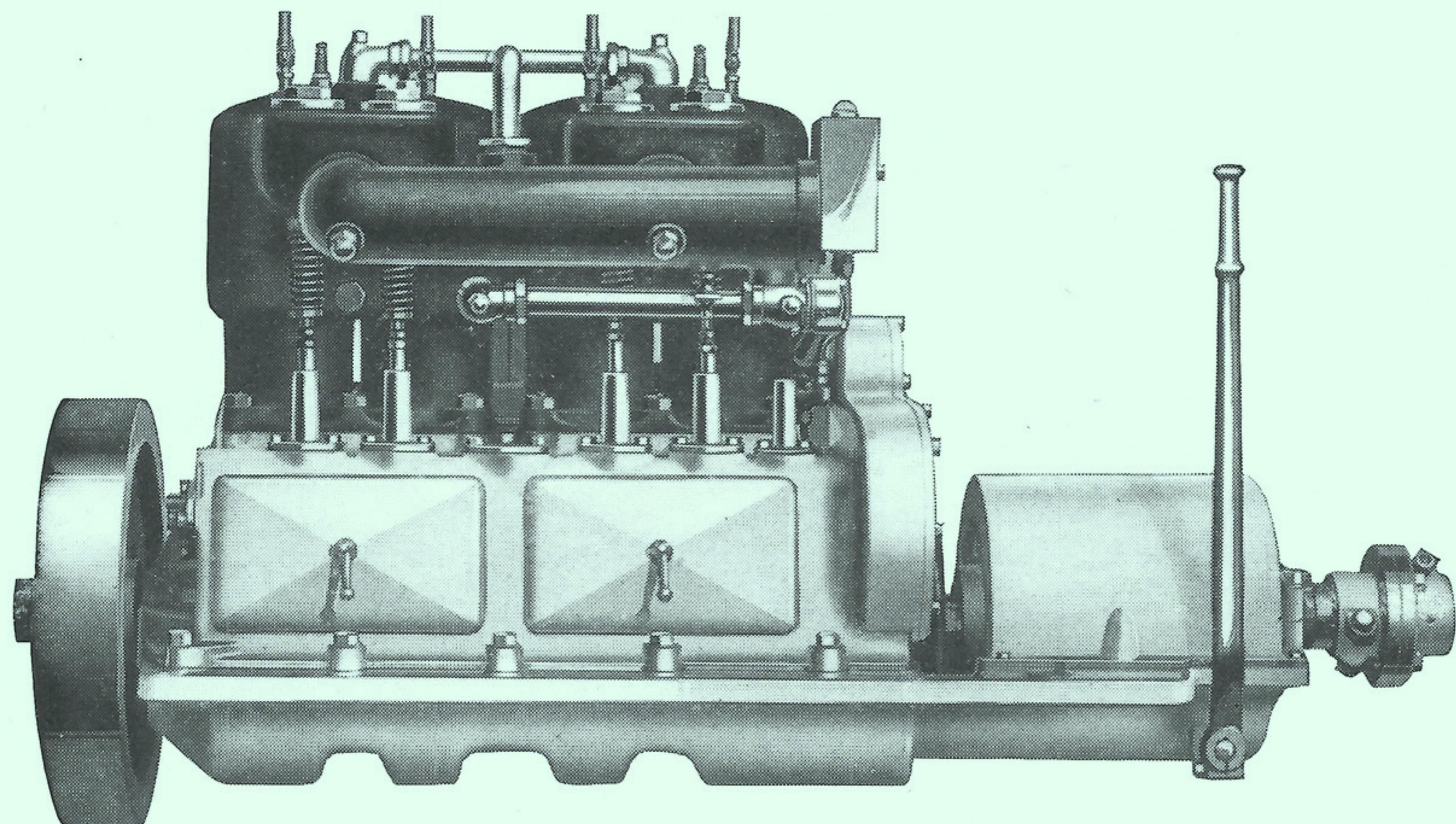
Net price with regular equipment and aluminum base.....	\$720.00
Net price with regular equipment and iron base	\$675.00
Weight with aluminum base.....	620 lbs.
Weight with iron base.....	760 lbs.
Weight with iron base and heavy flywheel ..	840 lbs.



25 foot Runabout powered with a 20-35 H. P. STERLING. Speed 20 M. P. H.
This is a stock model built by the W. H. Mullins Co., Salem, O., who now use
STERLING engines as their regular power equipment for these boats.

Four-Cylinder, Model B-2, 30-50 H. P.

Bore, $5\frac{1}{2}$ "; Stroke, 6". Exhaust Side.



A Splendid General-Utility Engine

This 30-50 H. P. four cylinder motor meets the requirements for a suitable power plant for so many different types and sizes of boats, that it has become known as the "General-Utility" motor, the engine that will meet most every requirement asked of it.

Net price with regular equipment and aluminum base.....	\$1045.00
Net price with regular equipment and iron base.....	\$985.00
Weight with aluminum base.....	900 lbs.
With iron base.....	1070 lbs.
Weight with iron base and heavy flywheel..	1190 lbs.

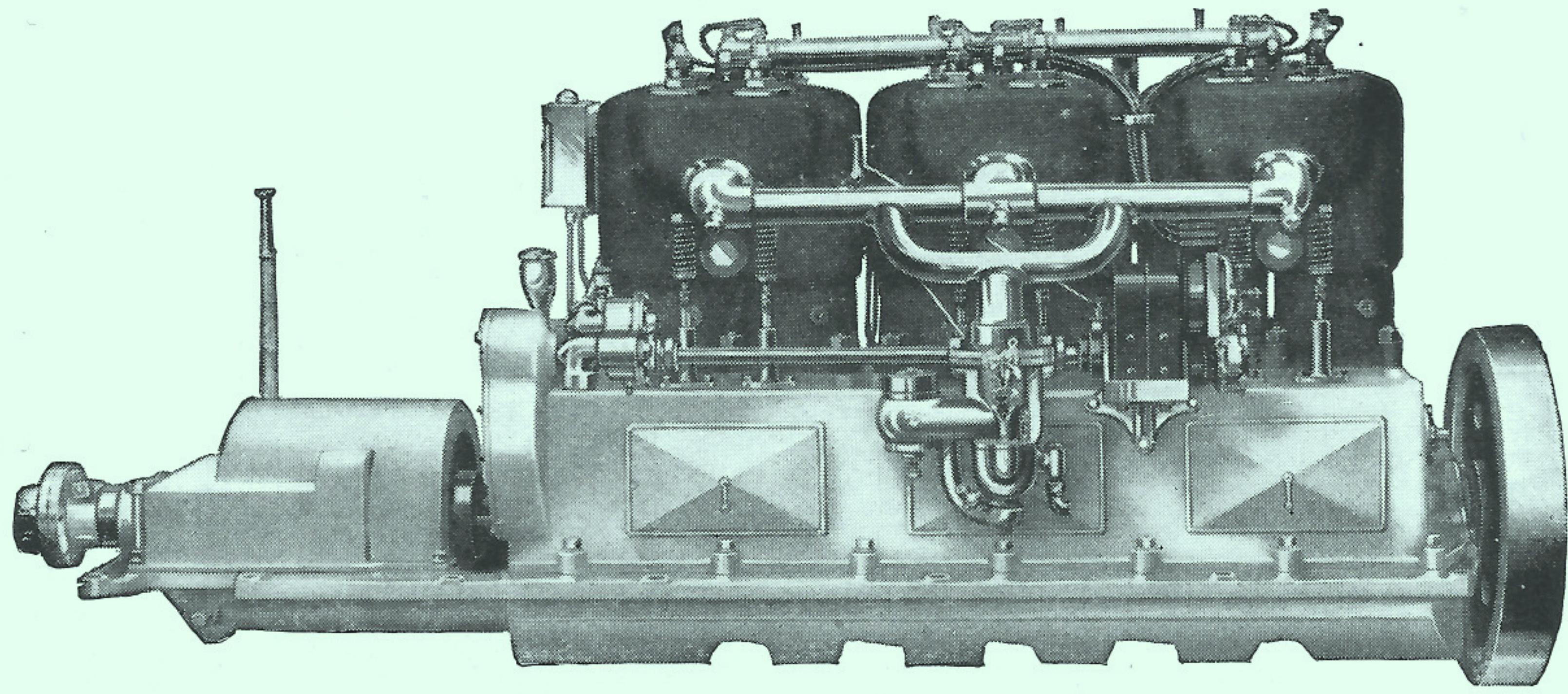


"THISTLE"

40 foot x 9 foot Cruiser owned by J. H. Wallace, New York. Designed by Swazey, Raymond & Page. Powered with a 30-50 H. P. STERLING. Winner of the Block Island and Albany Races and the Lipton Cup.

Six-Cylinder, Model B-2, 45-75 H. P.

Bore, $5\frac{1}{2}$ "; Stroke, 6". Intake Side.



An Engine of Real Refinement

A smooth running, silent, efficient six cylinder engine that has made a wonderful record for itself during the past seven years. As a medium duty motor it makes an ideal power plant for a fast cruiser or a large Runabout. As a high speed engine it has won more 100 mile speed endurance races than any other motor manufactured.

Net price with regular equipment and aluminum base	\$1595.00
Net price with regular equipment and iron base	\$1510.00
Weight with aluminum base	1150 lbs.
With iron base.....	1370 lbs.
Weight with iron base and heavy flywheel..	1460 lbs.

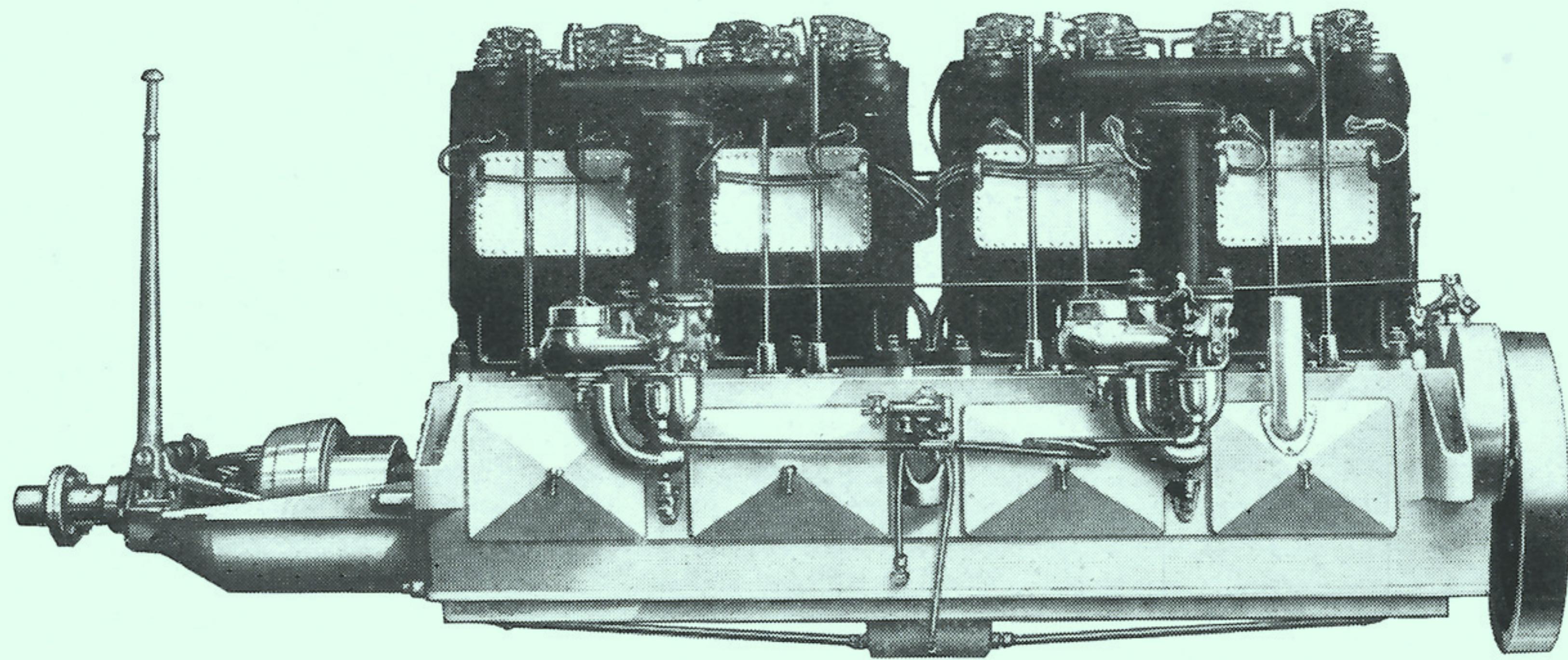


"MARCO III"

28 foot Displacement boat owned by J. G. Robinson, Toronto. Speed 30 M. P. H.
Powered with a six cylinder 45-75 H. P. STERLING. Designed by G. F.
Crouch. Winner of eight first prizes in six weeks.

Eight-Cylinder, Model R-2, 150-180 H. P.

Bore 5½"; Stroke 6¾". Intake Side.



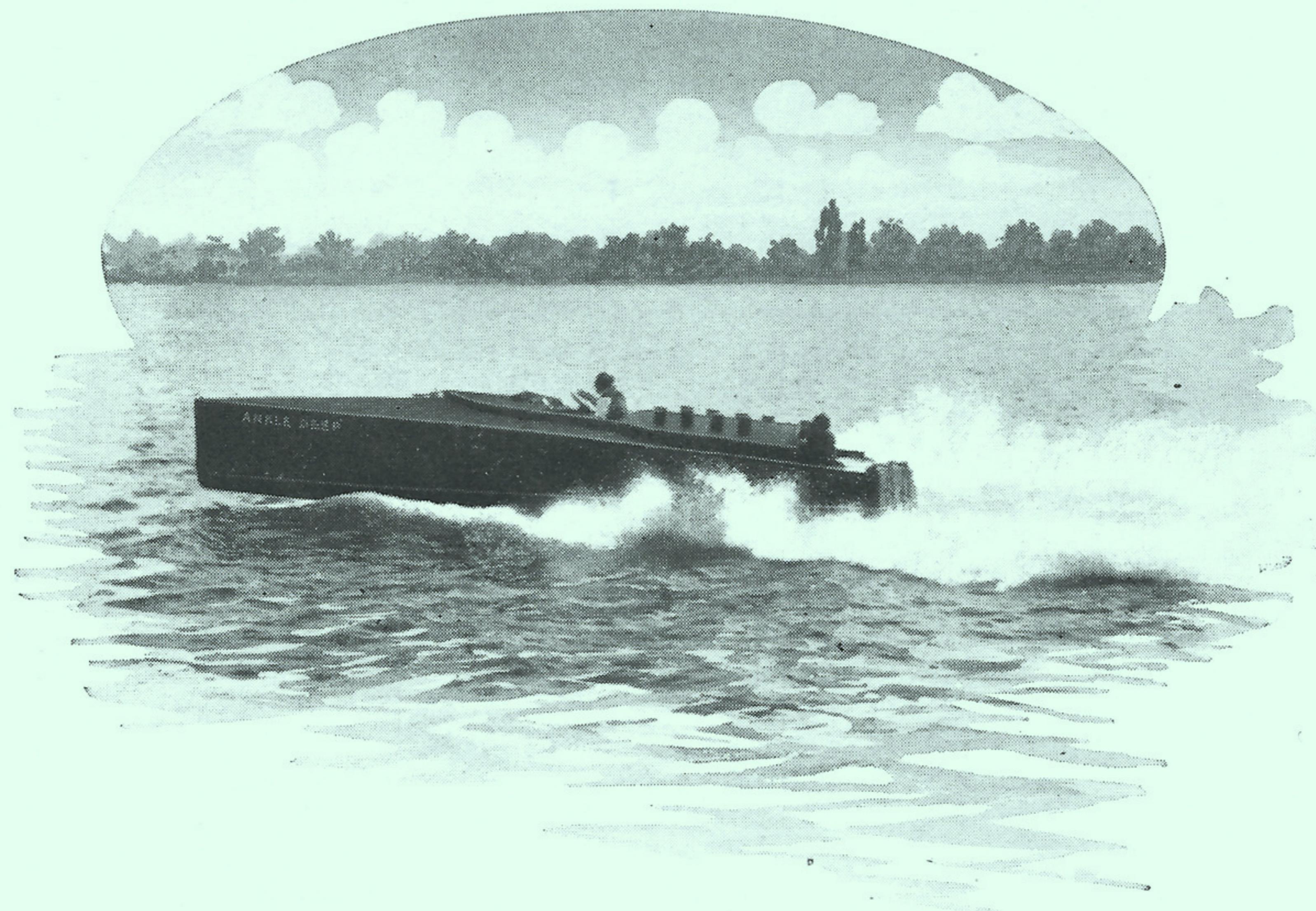
A Consistent High Speed Engine

This remarkable eight cylinder 150-180 H. P. high speed engine has proven itself to be as efficient a power plant for Express Cruisers and Fast Runabouts as for Racing Boats and it can be relied upon at all times, no matter what the requirements may be.

Net price with regular equipment..... \$3000.00

Weight with reverse gear and manifold..... 1460 lbs.

Weight with gear and racing stacks..... 1400 lbs.



"ANKLE DEEP"

America's fastest and most consistent hydroplane. Winner of the Gold Challenge Cup and American Contender for the Harmsworth Trophy. Powered with a pair of the 150-180 H. P. STERLINGs.



All prices given herein are absolutely net F. O. B. Buffalo, N. Y., and are NOT subject to any discount whatever.

With the exception of the 8-10 H. P. and the 12-15 H. P. engines, all motors are regularly equipped with a Bosch Magneto as part of their regular equipment.

Prices and complete description of Electric Lighting and Starting Outfits for our various engines will gladly be supplied upon request.

This is only an advance catalog and does not attempt to give complete information regarding STERLING Engines, but if you will get in touch with the Home Office or any STERLING dealer, you can readily obtain complete information on any engine in which you may be interested.

In writing to us, be sure and state the type and size of your boat and the speed you wish to obtain. Our Engineering Department has a fund of information regarding boats, engines, speeds, propellers, etc., which is completely at your disposal without charge.

Our complete new catalog will be ready for mailing very soon. It is a beautiful 48-page book containing a mine of information that you will find of interest.—Write us to reserve you a copy.

STERLING ENGINE COMPANY
1266 Niagara Street, Buffalo, N. Y., U. S. A.